

# THE WILMINGTON JOURNAL.

WILMINGTON, N. C., MONDAY, FEB. 2, 1858.

**The Cape Fear and Deep River Navigation.**  
From an esteemed friend in the Legislature, to whom we are already indebted for many courtesies, we received, on Saturday night, the following despatch:

"RALEIGH, Feb. 2d, 1858.  
Editors Journal:—Cape Fear and Deep River Bill has passed its final reading in the Commons."

As the bill had already passed the Senate, almost by acclamation, its final passage in the House is equivalent to its becoming a law.

With the particulars of the Bill we are not familiar. It provides, we know, for the endorsement, by the State, of the bonds of the company, to the amount of three hundred thousand dollars, to be applied to the completion of the work. We believe the said bonds are to be re-imbursable in 10, 15 and 20 years, in equal sums of \$100,000 each.

We cannot but regard this as one of the most important measures of the present Legislature. Indeed, we do not know but it is the most important to this place and to the section of country connected with it by the Cape Fear River, and this comprises no insignificant portion of the State. Through all the doubts, difficulties, perplexities and mismanagements of the Company, now so generally admitted and regretted, we never once doubted the fact that there was in the enterprise much to commend it to the fostering care of the people of the State at large, and especially of those who would be connected with it more directly. As we often remarked before, if the mineral wealth of the section this country is intended to open up one-third of what it is represented to be, its advantages will amply repay almost any expenditure within the bounds of reason, and certainly justify an amount of outlay much exceeding any that has yet been contemplated. From the errors and mistakes of the past, incident to a character of improvement totally new in this State, much we trust and believe has been learned which cannot but enable those charged with its completion, to avoid the rocks which have proved so disastrous to its commencement.

The iron and especially the coal business of Pennsylvania has done more for that State within the last decade than the immense commercial development of New York has done for that State. Since the development of the mineral wealth of the Keystone State alone, of all the old Atlantic States, has increased her population faster than the average rate of increase throughout the whole country, being entitled under the Census of 1850 to a larger congressional representation than under that of 1840, while on the other hand New York loses ground. Nor has the advance in her wealth failed to keep pace with the advance in her population.

To North Carolina the benefits of such development can hardly be less striking, nor their effects in promoting the growth of Wilmington less encouraging than such effects have proved themselves at Philadelphia, which city, in the face of a very inferior foreign commerce, has spread out to gigantic proportions and keeps up a coasting tonnage superior to any port in the country.

With a direct water communication with the mines, capable of carrying the largest class of boats, we could have nothing to fear from any present or prospective competition, and we sincerely believe that such direct communication is at length within our grasp. These are tight times for Wilmington; she is having something like a crisis, but her onward progress is by no means stopped—she has far from reached her culminating point.

The sudden death of King Kamehameha III, sovereign of the Sandwich Islands, and the accession of his nephew, Prince Alexander Liholiho, under the title of Kamehameha IV., appears to have put a serious, if not a final stop to the negotiations for the annexation of the Islands to the United States. It will be remembered that in all the accounts so far received of the progress of these negotiations, the opposition made by Prince Alexander, the Heir Apparent, was given as the main, if not the sole impediment to the consummation of the measure, it being understood that the then reigning King was warmly enlisted in its favor. The heir apparent has now become King, and carries with him into that position all his former opposition, with the power of making it more tangibly felt. He is said to be fully under British influence. The young King, who is about 21 years of age, has travelled through the United States, France and England, and it is said that his exclusion from table with the other passengers on board steamboats, etc., on account of his color, while in this country, has deeply prejudiced him against the United States and rendered him immovable in his opposition to annexation. Kamehameha III, was only forty years of age, and his death, occurring so opportunely for the defeat of annexation, creates a suspicion of foul play, which may be wrong, but is far from improbable.

The editor of the Commercial waxes complacent in an article in his paper of to-day, headed "The Journal," and courteously denominated a few remarks which he therein quotes from the "Journal" as "namby-pamby stuff," all which is respectfully submitted. We will not reply in any such tone or manner. It is not our way of doing things. In the quotation which the Commercial makes from our article of Wednesday on the re-election of Mr. Slidell to the United States Senate from Louisiana, we speak of little local issues having divided or weakened the Democratic party at the South, and forthwith the Commercial jubilates over the anti Nebraska and anti Fugitive-Slave-Law triumphs in some of the Northern States. We speak of fixed principles, and the Commercial don't like such things, which, in its view are mere abstractions. We say that the Democratic party is predominant in all great contests at the South, and the Commercial fails to show a single State election that has gone against the Democrats in any State carried by Pierce and King in the Presidential election. In speaking of promotion, we do so in connection with those who play fast and loose with the Democratic party, in hopes of obtaining that sole end of their connection with any party, and in the same connection we have arranged the expressions *himself*, *his party*, or *his country*, in the order in which we have done, as showing the order which they occupy in the estimation of such a politician. We trust that the Commercial will examine its ground a little better before attempting to demolish another "namby-pamby" effusion. Mere epithets are not always successful.—*Daily Journal, Feb. 3d.*

**Quick Work all Round.**  
The Schooner Edward Kider arrived at this port, from Charleston, S. C., on Sunday, the 21st ult.—discharged her ballast—took in her cargo, amounting to about 3,000 bbls., and cleared for New York, at which port she arrived on the 30th ult.; having thus discharged ballast, taken in cargo, sailed for New York, and arrived there, all within nine working days. This is pretty quick work for these hard times. She was consigned to Joseph H. Flanner, Esq.

**LARGE HOG.**—B. M. Barry Esq., of Onslow County, has a lot of No. 1. Pork in market, informs us that he killed a hog recently, 3 years and 5 months old, which weighed 628 lbs. net.

**First Fruits.**  
On the 31st ult., the Know-Nothing Legislature of Massachusetts elected Mr. Wilson, Abolitionist, United States Senator from that State, for six years, and after the next 4th of March. This hardly looks like crushing out Free-Solism. Mr. Wilson is an open-mouthed opponent of the Fugitive Slave Law—the Nebraska Bill—of Slavery in the District—in fact he occupies the same ground with Sumner.

The Second Fruits will be the re-election of Seward from New York. We heard a great deal about how he was to be defeated, and the veracious New York Herald has boasted quite largely of what was to be done in that way, when the fusion carried New York against the Democrats, but for all that Seward will be elected by this very fusion—see if he don't. So we go, and so we will keep going for a while, until the people fully understand the bearings of things and then all will come straight, we trust.

The people of a certain portion of our State bordering on Virginia, have insisted upon their right to some avenue to market, and the justice of their demand in this respect has given strength to the movement in favor of the connection between the North Carolina Railroad at Greensboro' and the Richmond and Danville Railroad at Danville, a connection which would be obviously injurious to the existing Railroad and commercial interests of this State. The Dan River and Yadkin River, while it can bring no produce here, can take none away, while it deprives the advocates of the Greensboro' connection of their strongest argument, and will delay if not totally defeat a connection so injurious to us. Without knowing, we presume that these were the motives which induced Mr. Fennell to vote for the charter of the said Dan River and Yadkin Railroad Company.

**U. S. Senator.**  
Henry Wilson has been elected by the Legislature of Massachusetts, U. S. Senator to fill the unexpired term of Mr. Everett. Wilson was a shoe maker by trade.

The Herald might have added that Wilson was the leader, and twice the candidate, of the abolition party of Massachusetts—that he left the Whig party in 1844, when Henry Clay, a Southern man, was nominated, because he would not support any man not abolitionized in his views—that he still more recently co-operated with such ultras as Wendell Phillips, Theodore Parker; and, furthermore, that this same Wilson is the first Senator elected by an avowedly Know Nothing Legislature, no man in Massachusetts pretending, for a moment, that he has changed his grounds one inch on the subject. All this it would appear that the Herald "don't know." After much research and deep study, it is enabled to say that "Wilson was a shoe-maker by trade." Verily, "there is nothing like leather."

**Quite Likely.**  
Some time since, as stated in the foreign news by one of the late steamers, a debate occurred in the Spanish Parliament or Cortes during which Don Louis de Mariategui, minister of state, and leading members of the Cortes, gave expression to what appears to be the general sentiment of the Spanish nation in regard to any sale or transfer of the Island of Cuba to the United States. That sentiment is strongly and immovably opposed to such transfer or sale, and appears on the whole to be rather unfriendly than friendly to this country. In the remarks of M. Mariategui, the following significant passage occurs:

In respect to the intervention of foreign governments in this question, I must acknowledge with pleasure the position assumed by the Emperor of the French when, last spring, he sent one of his admirals to co-operate with our own naval forces in repelling any attacks upon Cuba, though I know perfectly well that we were then far from being in danger of losing that colony. I am besides firmly convinced that France will never be able to induce England to declare war against the United States, neither during the contest in the east nor after the termination of the present war. England has lost all prestige in America since the battle of New Orleans, when Gen. Jackson said: "For you, industrial nations, we need neither power nor bullets; commerce is enough." Some time afterwards the question of Texas and Mexico and a good many others came to confirm that truth.

This is certainly significant, coming from a cabinet minister of a country with which Louis Napoleon, in virtue of his wife, is so mixed up, and goes far to strengthen the opinion entertained in the United States, that he would willingly, if not gladly have sought occasion of difficulty with our government at the time of the attempted prohibition of the entrance into, or transit of Mr. Soule through French Territory, in returning to the theatre of his labors as an American Minister, had the British government been willing to have become a party to the embroilment. The interests of trade, so vital to England, prevented that, as they had prevented such things before and will do again, and this necessity for peace with us on the part of England is the only assurance we have that this country will not be the next against which a hostile European coalition may be formed. Louis Napoleon is as bitter in his enmity and but little influenced by those considerations which tie the hands of the British ministers.

**Death of Bishop Capers.**  
Rev. Dr. Capers, one of the Bishops of the Methodist Episcopal Church South, died at his residence in Anderson Village, S. C., on Monday last, aged about sixty five years. Dr. Capers occupied an elevated position for piety and talents, and was highly and deservedly respected, not only by the members of the church of which he was so distinguished an ornament, but by the christian public of all denominations.

**PUBLIC FUNDS.**—The amount of money in the U. S. States Treasury, on the 1st inst., as appears from the monthly statements of the Treasurer, subject to draft \$21,947,123.39. Of this amount, the Wilmington office has \$17,415.46; \$10,424.55 of which has been ordered to be transferred.

**Too Proud to Beg.**—It is said there are thousands of worthy citizens, men and women, in New York—as there are, no doubt, hundreds in other cities—who are too proud to beg or let their circumstances be known, and are therefore, silently pining in secret destitution. The Mirror says the pawnshops only tell their sad story, and add:

First go to the luxuries—the superfluous furniture—the silver spoons—the spare clothing—the jewelry—even to the bridal ring; and then the bedding, the tables, the chairs, and so on through the whole inventory of articles that can be dispensed with, while life is retained. To accommodate this inborn and inalienable American pride, the pawn shops are provided with a rule, so that the manly-looking bartering may be done without exposing the poor victim of that "peculiar institution" to public shame. The amount of business at these establishments within the last three months exceeds all precedent. Watches, gold pens, and silver spoons have been pledged by the bushel, and every nameable and unnameable article of furniture and clothing. A friend of ours saw a poor woman at Simpson's one day last week, pawning her under-clothing to raise a shilling to go to market with. Another had cut up her bed and made it into pillows, which she had pawned for a similar purpose.

**MATRIMONIAL.**—It is stated that Mr. William Thompson, who has been confined to his bed by rheumatism for about 14 years, during which time he has not been able to walk one step, nor even to set up in his bed, was married on the 17th inst., by the Rev. P. Wood, to Miss Margaret Morris, Smyth county, Va.

**Town Meeting.**  
In pursuance of a call issued by the Magistrate of Police a public meeting of the citizens of the town of Wilmington was held in the Court House yesterday afternoon, for the purpose of considering the propriety of extending the track of the Wilmington and Raleigh Railroad to some central point in said town.—Col. John McRae, M. P., was called to the chair, and A. H. Martin, Esq., appointed secretary.

A resolution submitted by A. H. Van Bokkelen, Esq., and amended on motion of Dr. F. J. Hill, was debated at some length. The resolution in substance declared it expedient and conducive to the general interests of the town that a Railroad track should be run from the present terminus of the Wilmington and Raleigh Railroad to some point at or near the centre of town, for the conveyance of passengers and baggage upon which no locomotive should be employed. The resolution was negatived.

The meeting was quite a full one, showing that considerable interest was felt upon the subject, as was manifested from the discussion. It was natural that owners of property on Front Street, who might regard the move as likely to interfere with the value or comfort of their residences or other property, should be more especially opposed to it.

We plead guilty to no partisanship one way or the other, although our opinions lean to the side of the minority as ascertained by the vote of the meeting. City Railroads are not an uncommon thing. There are several of them through the very heart of the city of New York, and you get into the cars opposite the City Hall, and they are rising in popularity both in that city and Boston.

When we broached this subject some weeks ago it was simply with a view of bringing it to the attention of our people. We knew that the idea was entertained of building a Refectory or Eating House for the accommodation of passengers up at the Railroad Depot, which was and is looked upon as a necessity under the existing state of things. As for the right, that, of course, must depend upon the necessity.—The company took means to feed its passengers on board the boats, which it had a right to do, and if circumstances should arise creating a similar necessity, it has the right, and it seems to us, is bound, as far as practicable to exercise it for the comfort of passengers and the interests of the line. However, we knew that the road was anxious to avoid the necessity of any step that might come into competition with private enterprise or deprive the town of the benefits of travel coming into and passing through the centre of it. To obviate this necessity the idea of a horse railroad, the track of which should extend from the Railroad, say, to Dock Street wharf, was suggested for the consideration of citizens. In this way it was thought that passengers could be placed in the centre of town in six or eight minutes after the arrival of the cars, and, being delivered from the necessity of returning, would have time for refreshment or other purposes, and it was thought that the passage of something like a hundred thousand persons per annum, through the very heart of town, could not be otherwise than beneficial. These were some of the supposed advantages offered as reasons in favour of the scheme. The probable injury to property, etc., were among the reasons urged in opposition, and which appear to have been regarded by the majority of the meeting as more than counterbalancing the probable advantages likely to accrue. Of course we submit to the will of the majority, and this the more readily as the general interests of town and no earthly interests or motive of our own prompted us in bringing forward the original suggestion.—*Daily Journal, Feb. 3d.*

**Legislation.**  
In the Senate, on the 20th, the bill incorporating the Dobbin House of Fayetteville, was read third time. The bill chartering the Central Bank was discussed some time and laid on the table for the present. The Eastern extension of the Central Railroad passed its second reading by a vote of 36 to 10. The bill incorporating the Gulf and Deep River Iron Company passed its third reading. The engrossed bill concerning the Wilmington and Raleigh Railroad company passed its third reading. Provided for scaling State stock, and changes name to Wilmington and Weldon.

In the Senate on the 31st, the French Broad Railroad bill was discussed at length. Mr. Thomas opposed the bill in a lengthy speech. It was postponed. The Wilmington and Charlotte Railroad bill was read the second time and passed by 33 to 13. Revenue bill read the first time.

The Free Suffrage bill passed the House on its second reading by 93 yeas to 15 nays. Considerable discussion was had upon the Western extension. It will no doubt pass the House.

The Senate, on the 1st inst., passed the French Broad Railroad on its second reading, and proceeded to take up the bill re-chartering the State Bank. The bill was passed on the 1st inst. Extension on its second reading, as also the Military and Scientific Academy bill, but killed the bill chartering the Dan River and Yadkin Railroad. It would appear as though the Eastern and Western Extensions of the Central Railroad, the Wilmington and Charlotte Railroad, and the Cape Fear and Deep River Navigation bills might now be considered safe, as all the serious plank and bills, involving appropriations but of almost comparative trifling.

The Road from the Coal Fields to Beaufort by way of Fayetteville and Warsaw is considered very doubtful.

Both Houses are having night as well as afternoon Sessions, and are pushing forward, but an adjournment is hardly possible under two weeks. The various Bank Bills are in committee of the whole in the House and every much in the air. The railroad measure throws every thing else in the background. It is absolutely certain that no new Bank measure introduced at this late day would have the ghost of a chance. If we get the Bank of Wilmington through it will be by active pushing. Not that there is so much active opposition as on account of the absorbing interest in internal improvement schemes.

**Supreme Court.**  
The following decisions have been made by this tribunal since our last:

By NASH, C. J.—In *Southerland v. Henning*, in equity, from D. L. B. Also, in the *State v. Hancock*, from Rockingham, affirming the judgment. Also, in *Speight v. Scarborough*, in equity, from Greene. Also, in *Connelly v. McNeill*, from Cumberland, affirming the judgment.

By PEARSON, J.—In *Miles v. Miles*, in equity, from Stanley, remanding the cause. Also, in *Robinson v. Lewis* (petition to rehear) dismissing the petition. Also, in *Robinson v. Pittman*, from Johnston, affirming the judgment and judgment of non-suit.

By BATTLE, J.—In *Bradley v. Gibbs*, in equity from New Hanover. Also, in *State v. Jacobs*, from Richmond, affirming the judgment. Also, in *McQueen*, in equity, from Robeson.—*Rail Star.*

**NEW HOME FOR THE CAPITOL.**—The Washington Sentinel says:

**Further Foreign News.**  
BOSTON, Jan. 31.—The steamer Africa, from Liverpool via India, arrived here on Saturday morning. The steamer Union, of the Havre and New York line, sailed from Liverpool on the morning of the 17th, and from Southampton on the afternoon of the same day, direct for New York.

**THE WAR—PROGRESS OF THE NEGOTIATIONS.**  
Well grounded apprehensions prevail that the present negotiations will fail to re-establish peace, in which event, all concern that the war will assume a waster magnitude.

Letters from Vienna state that the policy of the Allied Powers will be to retard negotiations, in the hope that in the meantime the fall of Sebastopol will happen, to influence the decision of the Czsr.

On the 10th or 11th inst., Prince Gortchakoff is understood to have received written instructions from his government in regard to the pending negotiations. The exact contents, of course, secret, but rumor from well informed sources says that Russia again expressed the Czar's readiness to enter into negotiations for an honorable peace, and also his earnest desire to put an end to all present difficulties. It also stated that the Austrian minister expressed an earnest desire to see peace, but will, nevertheless, firmly insist upon the acceptance by Russia of such conditions as the war has Europe demands; but, it is added, Austria will hesitate to conclude an offensive alliance with England and France, until the latter powers shall have stated exactly the nature of their demands.

As a set off against this statement, Count Buol, the Austrian Minister, is reported to have declared at a complimentary dinner to the Ottoman Minister, that Austria would fight side by side with England and France against Russia. Vienna letters also boast of Austria's good faith and determination to proceed to hostilities.

Prussia, it will be remembered, has formally refused to mobilize and place part of her army in Prussian Silesia to cover the left flank of the Austrian forces now in Galicia, assigned as a reason her confidence in the pacific intentions of Russia.

Prussia further accuses Austria of having gone beyond the stipulations of her convention with Prussia, inasmuch as she has concluded separate treaties with other Powers, which virtually do away with that of April 20. The object of Prussia is evidently to prevent Austria from taking an active participation in the war.

The Prussian Cabinet is urging, with peculiar earnestness, the necessity of suspending hostilities, until the belligerents shall have pursued further the present endeavor to arrive at an understanding. These are mere rumors, nothing else is at present within the reach of the public.

Sardinia is reported as being willing to undertake to send fifteen thousand men, recruited from all Italy to the aid of the allies in the East—the reason assigned being that for want of an outside enterprise to engage their attention, the Italians are growing restive.

The Senates of Hamburg and Lubec have issued a declaration of neutrality, and it is expected that Mecklenburg-Schwerin and Strelitz will also issue proclamations of the same description.

According to a Turin journal the contingents of the Piedmontese troops is to consist of 20,000 men, 15,000 of whom will embark for the Crimea on the 25th of February, and the additional 5,000 are from the reserve.

The debate has an article in explanation, being that Piedmont has assented to the treaty of the 15th of April, and not the treaty of December.

**Further by the Africa.**

FROM THE CRIMEA.—A letter in The Pays, from Constantinople, dated January 5, says a column of riflemen had taken possession of Camara, near Balaklava, after driving out the Russians who occupied it. The enemy experienced severe losses and were completely put to rout. The loss of the Russians at Sebastopol and the neighborhood during the last days of December are estimated at more than 6,000 men.

The London Times, in a leading article, draws a most deplorable picture of the state of the army in the Crimea. At the beginning of January the army could muster only 14,000 bayonets. The artillery and engineers had been reduced to the same proportion, and the cavalry in fact no longer existed. The deaths amounted to 60 per day, and the number disabled by fatigue and sickness amounted to 1,000 per week.

This ratio, the Times thinks, is rapidly on the increase, and it is computed that out of the 14,000 men nominally fit for service, only 2,000 are in good health. The army was an army of invalids at the beginning of the month, and the Crimean winter had not yet begun.

The Times comes to the conclusion that unless some extraordinary stroke of good fortune intervenes, England is about to lose its only army, an agent of so much tender solicitude and asks if the nation is prepared for this disaster.

Letters from Odessa to the 6th of January state that hard frosts equal to 10 degrees below freezing point had brought the country to a fit state for the conveyance of troops and munitions of war to Perkop.

**Arrival of the Black Warrior.**

NEW YORK, Feb. 2.—The steamer Black Warrior has arrived with Havana dates to the 28th ult. The steamer Falcon was still at Havana and was expected to sail for New York on the next day. There is no news of importance.

**Later from Rio.**

NEW YORK, Jan. 31.—By an arrival at this port, we have dates from Rio de Janeiro to Dec. 15th.—The frigates Independence, Savannah, and the sloop of war John Adams and transport Relief, were in port.

**RUSSIAN AND FRENCH SOLDIERS.**—A lively writer from Paris draws a parallel between the soldiers of the different nations now fighting in the Crimea, and first says of the Russians:

"The valor displayed by the Russians in the night attacks on the allies has never been surpassed by the soldiers of any other nation or people whatever. The Russian soldiers lack strategy and the knowledge of all modern war, but they possess a courage almost without parallel, a remarkable strength of body, and great resistance to the exhausting effects of wounds. It has been a common remark from the day of Napoleon to the present moment, that the Russian soldiers are the most difficult soldiers in the world to put hors du combat. Marshal Ney said: 'It will not suffice to shoot a Russian soldier; he must be pushed over.' Remarkable instances of the power of resistance to the loss of blood and to the first impressions of a wound have been exhibited since the commencement of the campaign in the Crimea, and it is no doubt due to the life of which the Russian soldier is subjected, not only as a soldier, but a peasant."

Next he says of the Frenchmen:

"While eating is no part of a soldier's life, in the Russian camp, in a French camp it is quite the contrary. A Frenchman must have his breakfast before he fights, and he will cook and eat it in the midst of bursting booms rather than miss it; for between the fear of losing his breakfast and his life there is about an even balance. On the morning of the battle of Inkerman 7,500 Englishmen were compelled to stand the shock of 45,000 Russians for three hours, before the French division arrived. The latter having stopped to eat their breakfast before starting to the aid of their suffering allies. They fought beautifully, as they always do, when they did arrive, but in the meantime there had been a fearful slaughter of Englishmen, which otherwise might have been saved. This is one of the facts that do not appear in print, for the good of the alliance, but it is nevertheless true."

**ADULTERATED LIQUORS.**—The Toronto (Canada) Patriot professes to have made some startling discoveries respecting the adulteration of liquors in that Province, and calls for legislative interference to arrest the evil. All kinds of liquors are extensively counterfeited. The Patriot says:

"The public has little idea of the extent to which the adulteration of liquor is carried in this country. Some time ago, during the preliminary investigation of a criminal case, the fact was incidentally elicited that all the liquors retailed in a particular house in the city were 'made up' in Toronto. So striking a disclosure did not arrest the public attention, which was exclusively fixed upon other features of the case. We have recently been led to make inquiries into the extent to which this system of adulteration is carried, and the result will cause some surprise to the uninitiated. Probably nine-tenths of the liquors sold in this city are adulterated, in different degrees, in the manner we have just described. The adulteration of the liquor and the name of who they are sold, there are various parties engaged in the fraud, but the greatest offenders are to be found among the grocers."

**Debate.**  
On the Bill to Charter the Wilmington and Charlotte Railroad, in House of Commons, Monday, January 25th, 1858.

Mr. Steele moved to take up the Wilmington and Charlotte railroad bill.

Mr. Singletary thought the Free Suffrage bill, being the unfinished business of yesterday, had precedence, and appealed to the Speaker.

The Speaker decided, it lay with the House to select which should have precedence.

Mr. Steele's motion was adopted—yeas 38, nays 33.

Mr. Steele moved to amend the bill by inserting in the second section "or Smithville."

Mr. Meares proceeded to remark, that it would be the farthest from his intention to offer this amendment with any view to embarrass the passage of the bill. On the contrary, he believed it gave additional merit to it. The town of Smithville, at the mouth of the Cape Fear river, was well known to contain one of the finest harbors on the southern coast. With but little less water than Beaufort, and for some years past gradually increasing in that particular, from the advantages derived from the works being still prosecuted by the general government, it has at the same time many advantages not connected with that place. I do not institute the comparison, (continued Mr. Meares) with any view of disparaging Beaufort; but, sir, simply to state that it is inferior to those of no other point on our coast. With a safe and spacious harbor, line anchorage, no marshes intervening between deep water and the land—making it convenient to build the most economical wharves—a healthy location, and with reason to believe that the depth of water on the bar will continue to increase, sufficient for all purposes of foreign as well as domestic trade—with such advantages, it is certainly to the interest of the State that this point should not be overlooked in her system of internal improvements. I desire to state another important fact: that in view of developing the resources of the coal fields—an interest of such magnitude, that I cannot believe the Legislature of North Carolina will hesitate to adopt such means as are necessary with regard to it—the town of Smithville will become a most important point in the establishment of coal depots; as from this, steamers will be enabled to supply themselves without the necessity of proceeding farther into the interior: as well as many other advantages connected with it. From the fact then, sir, that the region of country through which it is eventually contemplated this road will pass, will require a large supply of coal in the numerous mining and manufacturing establishments, and the fact that the coal fields, in view of increased facilities offered them, it then may become an important matter to terminate this road at that point most likely to afford these facilities.

I conceive then, sir, it should be a matter to be determined hereafter by the Stockholders to terminate the road at any one of the points deemed most desirable; and wherever that may be, I am satisfied the State cannot suffer.

As then, sir, there can be no material objection to the passage of the amendment, I would simply say, that upon the final passage of this bill, members from other portions of the State, not so immediately interested, will come forward with their patriotic pride worthy of North Carolina, looking simply at whatever tends to advance her prosperity and to acquire in it. That, sir, has been the course pursued by representatives from that district of country through which this road will pass—viewing the interests of all, and selfish considerations, they have not only contributed towards establishing works of internal improvements, with which they were totally disconnected; but sir, have even lent their aid to the building up of rival towns, conjectured by many, calculated in the course of time materially to affect their own interests. I trust then, sir, the same worthy zeal will animate every member in voting for all the measures calculated to redound to the interests of our own citizens, from any particular section, but as North Carolinians, we will be enabled to supply ourselves without the necessity of proceeding farther into the interior: as well as many other advantages connected with it. From the fact then, sir, that the region of country through which it is eventually contemplated this road will pass, will require a large supply of coal in the numerous mining and manufacturing establishments, and the fact that the coal fields, in view of increased facilities offered them, it then may become an important matter to terminate this road at that point most likely to afford these facilities.

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